

RTIP ID# <i>(required)</i> 6OM0701				
TCWG Consideration Date September 24, 2013				
Project Description <i>(clearly describe project)</i> The proposed project would improve and reconstruct Cesar Chavez Boulevard for approximately 0.9 miles from 2nd Street to State Route-98 (SR-98) in the City of Calexico, California. With the General Services Administration's planned modernization, expansion, and reconfiguration of the Calexico West Land Port of Entry (LPOE), which proposes to establish a new privately owned vehicle point of entry at Cesar Chavez Boulevard and 2nd Street, this local roadway would serve as a vital artery for international cross-border traffic to and from Mexico. The project would include the construction of new and overlaid asphalt concrete pavement; curb and gutter; traffic channelization consisting of a raised two-way median divide, intersection turn lanes, and lane striping; sidewalk that is Americans with Disabilities Act-compliant; driveway access for adjacent land uses; minor related drainage improvements; and street lights and traffic signals at the Cesar Chavez Boulevard intersections with 2nd Street and Grant Street.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing regionally significant street.				
County Imperial	Narrative Location/Route & Postmiles Cesar Chavez Boulevard from 2nd Street to SR-98 in the City of Calexico. IMP091001. HPLU 5168(017). Caltrans Projects – EA# N/A			
Lead Agency: Caltrans District 11				
Contact Person Nick Servin	Phone# 760-768-2100	Fax# 760-768-0854	Email nservin@calexico.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
Scheduled Date of Federal Action: September 2013				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
Exempt		X	Section 326 –Categorical Exemption	Section 327 – Non-Categorical Exemption
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	10-10	10-10	12-13	11-14
End	06-14	06-14	10-14	06-15

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of this project is to improve traffic operations, accommodate cross-border vehicular access to LPOE, and accommodate local access along Cesar Chavez Boulevard.

Traffic improvements along Cesar Chavez Boulevard (from SR-98 to 2nd Street) are needed due to both near- and long-term projected increases in traffic demand. This need is created by the U.S. General Services Administration's reconfigured and expanded Calexico West LPOE project located immediately south of the project limits. The existing Calexico West Border Station is aligned with SR-111; the new border station will be aligned with Cesar Chavez Boulevard. Therefore, a need for capacity improvements has been identified for Cesar Chavez Boulevard.

The project proposes to widen and improve Cesar Chavez Boulevard to five lanes (three lanes plus two lanes) from 2nd Street to SR-98 and would implement additional improvements including surface rehabilitation, turn lanes, traffic signal, lighting, and sidewalks.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The area surrounding proposed improvements includes Union Pacific Railroad tracks and rights-of-way to the east, industrial uses to the east and west, and residential uses to the west of the northern portion of the project alignment.

There are no traffic generators of concern. The project is aimed to improve the level of service due to the future LPOE opening and would improve circulation and access to the surrounding land uses and LPOE.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The traffic analysis prepared for the proposed project estimated ADT (KOA 2012), which is assumed for the purposes of this conformity analysis to also represent AADT volumes; accordingly, ADT is used to represent AADT in the tables below.

Opening Year Intersection Conditions (2015)

Intersection	Peak Hour	No Build		Proposed Project	
		Delay	LOS	Delay	LOS
SR-98 and Cesar Chavez Boulevard	AM	10.7	B	10.8	B
	PM	12.4	B	13.1	B
Grant Street and Cesar Chavez Boulevard	AM	--	F	26.3	C
	PM	--	F	30.5	C
2nd Street and Cesar Chavez Boulevard	AM	41.8	D	18.2	B
	PM	210.0	F	35.5	D
2nd Street and SR-111 (Imperial Ave.)	AM	17.6	B	19.7	B
	PM	21.0	C	24.0	C

Source: KOA 2012.

Notes:

LOS = level of service.

Bold = unacceptable LOS.

Opening Year Average Daily Roadway Conditions (2015)

Segment	No Build		Proposed Project	
	ADT	LOS	ADT	LOS
Cesar Chavez Boulevard From SR-98 to Grant Street	18,802	A	23,568	B
Cesar Chavez Boulevard From Grant Street to 2nd Street	25,722	B	31,033	B
2nd Street From Cesar Chavez Boulevard to SR-111	26,624	C	19,451	A

Source: KOA 2012.

Notes:

ADT = average daily traffic.

LOS = level of service.

Percent and number of trucks, as well as truck AADT, for this project is not applicable. The Calexico West LPOE, which proposes to establish a new privately owned vehicle point of entry at Cesar Chavez Boulevard and 2nd Street, is not the border crossing that is used for truck traffic. Therefore, the main emissions associated with the LPOE border crossing, and thus the proposed project, are generated from passenger vehicles such as light-duty autos and light-duty trucks.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

ADT is used to represent AADT in the following tables for the reasons stated in the Opening Year conditions discussion (above).

Horizon Year Intersection Conditions (2035)

Intersection	Peak Hour	No Build		Proposed Project	
		Delay	LOS	Delay	LOS
SR-98 and Cesar Chavez Boulevard	AM	18.3	B	17.9	B
	PM	25.2	C	25.4	B
Grant Street and Cesar Chavez Boulevard	AM	--	F	98.8	F
	PM	--	F	116.9	F
2nd Street and Cesar Chavez Boulevard	AM	82.0	F	24.3	C
	PM	389.8	F	77.6	E
2nd Street and SR-111 (Imperial Ave.)	AM	26.1	C	27.7	C
	PM	55.1	E	58.1	E

Source: KOA 2012.

Notes:

LOS = level of service.

Bold = unacceptable LOS.

Horizon Year Average Daily Roadway Conditions (2035)

Segment	No Build		Proposed Project	
	ADT	LOS	ADT	LOS
Cesar Chavez Boulevard From SR-98 to Grant Street	28,008	C	33,361	D
Cesar Chavez Boulevard From Grant Street to 2nd Street	36,921	E	42,778	E
2nd Street From Cesar Chavez Boulevard to SR-111	36,155	E	28,087	C

Source: KOA 2012.

Notes:

ADT = average daily traffic.

LOS = level of service.

Percent and number of trucks, as well as truck AADT, for this project is not applicable for the reasons stated in the Opening Year conditions discussion (above).

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The proposed five-lane project provides an increase in capacity and storage on Cesar Chavez Boulevard towards the reconfigured LPOE. This will decrease the congestion and queues on southbound SR-111 compared to No Build conditions. The five-lane project also improves traffic operation and storage capacity; therefore, it would result in a reduction in queuing in front of businesses on both Cesar Chavez Boulevard and SR-111, which would not occur under No Build conditions.

Comments/Explanation/Details *(attach additional sheets as necessary)*

A qualitative hotspot analysis is required for PM₁₀ and PM_{2.5} because Imperial County has been designated as a “nonattainment” area for those pollutants.

The traffic analysis prepared for the proposed project estimated ADT, which is assumed for the purposes of this conformity analysis to also represent AADT volumes; accordingly, the terms ADT and AADT are used interchangeably. Based on screening using the EPA’s particulate matter guidance, the proposed project is not a POAQC because the forecast design-year volumes on Cesar Chavez Boulevard and 2nd Street in the project area in 2015 would range from 19,451 to 31,033 ADT (KOA 2012).

The proposed project would improve traffic conditions by decreasing delay, increasing intersection LOS and enhancing traffic flow, which would result in a decrease in vehicle idling and associated air pollutant emissions. Regardless of forecasted LOS intersections conditions, the proposed project would not be a POAQC for PM₁₀ and PM_{2.5} emissions because it would not result in increases in the number of diesel vehicles utilizing the border crossing. The Calexico West LPOE is not the border crossing that is used for truck traffic; therefore, the main emissions associated with the border crossing, and thus the proposed project, are generated from passenger vehicles such as light-duty autos and light-duty trucks. As such, an increase in traffic volumes from a significant number of diesel vehicles related to the project would not occur.

This project is required to obtain concurrence through the SCAG/TCWG interagency consultation process with a determination that the project is not a Project of Concern (not a POAQC) for PM₁₀ or PM_{2.5}, based on traffic volumes well below the U.S. EPA criteria for a project of concern.